



Minnesota Transportation Museum

**MINNEGAZETTE**

March/April 1986

## Please Pledge For Jackson Street

Museum members already have pledged one-third of the cost to purchase the **Jackson Street Roundhouse**. This amounts to about ten percent of what will be needed for the total museum project. A list of contributions to date is enclosed with this **Minnegazette**. Jackson Street is well on the way to becoming a reality. The list of member contributors needs to be longer, however, if MTM is to secure major corporate and foundation contributions.

The Roundhouse Committee mailed a reminder to MTM members in February, asking those who have not yet pledged their personal support to do so. Potential large contributors have indicated concern that MTM as an organization should demonstrate our long-term commitment to manage the museum once it is established. One-time cash gifts are appreciated, but annual pledges by Museum members are better evidence of our long-term commitment to the project.

It takes money to raise money, and deeds speak louder than words. Your pledge is very important to the Roundhouse project at this time. If you have not yet pledged, your prompt response to the reminder notice is needed, now.

**Bill Graham**  
Editor

## Calendar Of Events

The dates and locations of membership meetings have been finalized for 1986. Please note them in your calendar. Other events still are being scheduled. Events and their dates can change, so please watch this column.

**Jan 28:** Membership Meeting, 7:30 p.m., White Bear Country Inn, 4940 Hwy 61, White Bear Lake.

**Mar 25:** Membership Meeting, 7:30 p.m., Park Center Senior High School, 7300 Brooklyn Blvd., Brooklyn Park.

**May 27:** Membership Meeting, 7:30 p.m., Jackson Street Roundhouse, 193 E Pennsylvania Ave., St Paul. **Bring Lawn Chair.**

**July 19-20:** Lumberjack Days, Stillwater. Doodlebug 9735 excursions over MTM railroad.

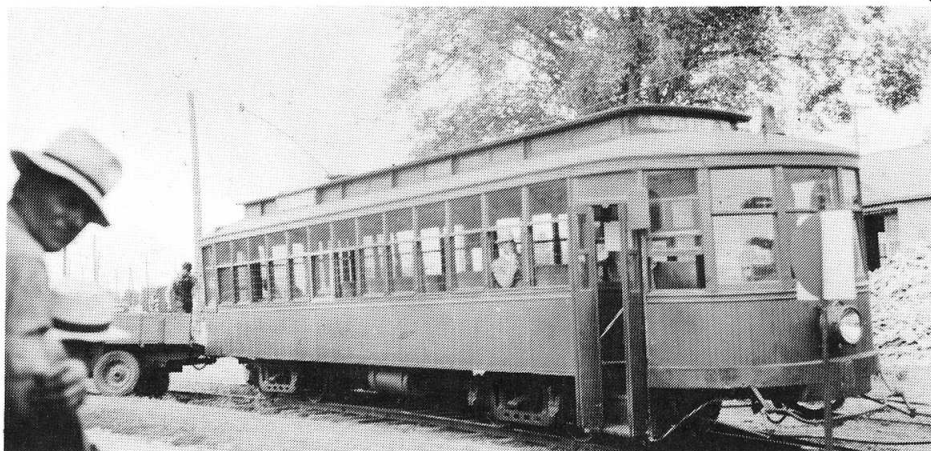
**July 22:** Membership Meeting, 7:30 p.m., Prudential Life Insurance Building, 3701 Wayzata Blvd., Minneapolis.

**Aug 16:** MTM Picnic, Locke Park, Fridley.

**Sept 6-7:** Soo Line/MTM excursion to Osceola, WI, with NP 328.

**Sept 23:** Membership Meeting, 7:30 p.m., National Guard Auditorium, Fort Snelling.

**Nov 25: Annual Membership Meeting & Election of 1987 Officers,** 7:30 p.m., Northwestern Life Insurance building, 20 Washington Ave., Minneapolis.



Looking ever forlorn, Minneapolis, Anoka & Cuyuna Range Car No 2 receives express on its rear platform in about 1939. Wm Monypeny Photo Courtesy of Charles A Brown.

### About The Cover

Northern Pacific Ry gas-electric car No B-18 crosses the Mississippi River behind the U of M Minneapolis Campus on Minnesota Railfans Association excursion from Stillwater in 1962. Car now is gone and bridge awaits an uncertain future. 1986 may see MTM's own doodlebug running at Stillwater.

**Robert Vierkant Photo Courtesy of Loren Martin.**

## Minnegazette Deadline

Please send articles and photos for the **May/June Minnegazette** to the Editor by April 21, 1986.

## Haviland Editorial Gets Marks

Jeff Haviland's editorial "**On Becoming A Business**," (**Minnegazette**, January/February, 1986) appears in the latest issue of the **Association Of Railway Museums** newsletter. The editor writes, "From time to time in reading through the various member newsletters, we come across something we feel should be shared with the whole membership." The ARM newsletter goes to directors of 43 operating museums in the U.S. and Canada. Nice writing, Jeff!

## Next Membership Meeting

The next MTM general membership meeting will be held March 25, 7:30 p.m., at Park Center Senior High School, 7300 Brooklyn Blvd., Brooklyn Park.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

**Bill Graham, Minnegazette**  
5818 Knox Avenue South  
Minneapolis, MN 55419

# MTM Financial Statement

December 31, 1985

## Income Statement

(Fund)	General	Railroad	Traction	Roundhouse
<b>Income</b>				
Operations		\$ 76,048	\$ 23,738	\$ 8,900
All Other	\$14,087	1,100	765	58,733
Total	14,087	77,148	24,503	67,633
<b>Expenses</b>				
Operations		63,329	9,753	45,846
Depreciation		16,293	5,880	28,596
All Other	12,705	2,680	1,413	86,381
Total	12,705	82,302	17,046	160,823
<b>Net Income (Loss)</b>	\$ 1,382	(\$ 5,154)	\$ 7,457	(\$ 93,190)

## Statement Of Financial Position

<b>Current Assets</b>				
Cash	\$15,988	\$ 3,509	\$ 25,384	\$ 19,458
Receivables	1,675	1,322	11,982	
Inventories	5,600			
Other		6,837	2,530	10,338
Total	23,263	11,668	39,895	29,796
<b>Property &amp; Equipment - Net Of Depreciation</b>		518,399	129,649	846,869
<b>Total Assets</b>	\$ 23,263	\$530,067	\$169,544	\$876,665
<b>Current Liabilities</b>				
Payables	6	20,751	165	25,849
Contract For Deed				150,000
Other	7,367		6,649	
Total	\$ 7,373	\$ 20,751	6,814	\$175,849
<b>Non-Current Liabilities</b>				
Contract For Deed				450,000
Notes Payable		15,000		344,000
Total		15,000		
<b>Fund Balances</b>	15,890	494,316	162,730	( 93,190)
<b>Total Liabilities &amp; Fund Balances</b>	\$23,263	\$530,067	\$169,544	\$876,665

The **General Fund** covers membership dues, book sales and the **Minne-gazette**. Costs of printing the newsletter are increasing because much work formerly done free now must be paid. The very small Net Income is the reason for the 1986 membership dues increase.

The **Railroad Fund** covers the steam train operations and the Stillwater line maintenance. Ridership on the steam train has decreased 50% since 1982, resulting in insufficient income to cover rolling stock maintenance and restoration costs. Liabilities exceed Current Assets, resulting in borrowing cash from the General Fund reserves to pay 1985 bills. A major challenge for 1986 is to increase ridership to generate sufficient income to repay past loans and to re-tube the steam locomotive boilers.

The **Traction Fund** covers trolley car operations at Lake Harriet. Ridership is stable and operations profitable. Cash has been accumulated for the restoration of Duluth St Ry Car 78 and for acquisition of PCC cars.

The fund-raising program for the Jackson Street Roundhouse, handled through the **Roundhouse Fund**, is behind schedule. We had to borrow cash to meet the December 31, 1985, payment. As the solicitation of pledges and donations gets into full operation, we should be able to repay our loan and meet our commitments.

**Russell L Olson**  
Treasurer

## President's Message

As we enter March, budgets, projects and schedules are taking shape for 1986. When you receive questionnaires and other notices, please fill them out and send them back to the respective Vice Presidents, so that they can finish getting their programs together. It looks as if it will be another busy year for MTM. Please be sure to read notices and Board minutes published in the **Minne-gazette** to keep yourself up to date.

**Art Pew** has agreed to serve another year on the Museum Board as a Director At Large. Art is a long time friend of MTM, particularly in helping us to acquire and develop the Jackson Street Roundhouse. Also serving this year will be **Nick Riley**, a member of Governor Perpich's staff. Thanks to Art and Nick for their participation and help.

**Burlington Northern** permitted MTM'ers to join with its operating employees in attending General Code classes. All of the MTM attendees passed the examination with high scores, a big boost to our 1986 safety and training program. With the continued help and interest of **BN, Soo Line, and Chicago & North Western**, and the **Minnesota Transfer**, the Museum will be able to reach more Minnesotans than ever this year.

Remember, it takes volunteers for MTM to have another good and successful year. Be sure to answer the call, and I hope to see each of you this summer.

**Gene Corbey**  
President

## Correction

The photo at the bottom of page 10 of the last issue was captioned incorrectly. The photo shows a Twin City Lines 800-series car laying over at the Stillwater Union Station in about 1905. It was provided by **Joel Hutchinson**.



# 1986 Dues Final Notice

## Membership Report

As of March 15, some 267 members, a third of the membership, will need to hustle a few extra shovels of coal into the renewal firebox. April 10 must be the cutoff for extending your membership and to appear in the 1986 Membership Directory.

MTM enjoyed one of its greatest seasons in 1985. Conditional title was obtained to the Jackson Street Roundhouse and over seven acres of land. A system was developed for raising funds to allow us to acquire full title by about 1990. The Railroad Division handled about 12,000 passengers, the Traction Division over 40,000, and 600 visited the Minnehaha Depot. All this activity without a reportable accident in 1985!

Continue your membership in good standing for 1986. Enjoy a full year of steam railroad rides, electric streetcar rides, interesting membership meetings in good company, the top notch **Minne-gazette**, and the annual Streetcar Company Picnic.

At this time last year, we were serving 765 members. This year we are serving 805 members. That number may shrink if some members fail to renew.

### Current Membership Total (As Of February 16, 1986)

Paid Through 1986	538
1985 Members Not Paid	267
Total	805

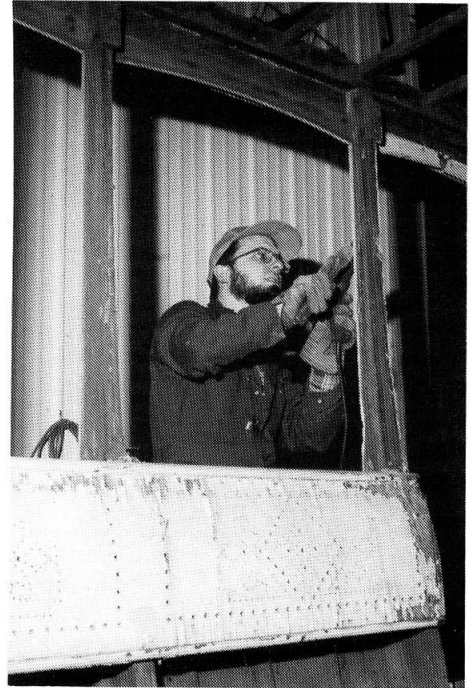
Status	Total	Metro Area
Corporate	1	1
Associate	199	121
Active	314	274
Family	291	243
Total	805	639

Members living outside the metro area total 166, in 28 states, Ontario, Canada, Norway and Australia.

The **Final Dues Reminder** is enclosed in **Cancellation Pink** as a gentle reminder. Those who already have renewed for 1986 or beyond need not be concerned about your status. Check your membership card or contact me if you have questions.

For ease in meeting the non-profit bulk mailing requirements, we are enclosing this notice with all **Minne-gazettes**. If you do not need the renewal form, please give it to a friend or relative, so they may share in the pleasures of MTM.

**Raymond R Bensen Sr**  
Membership Secretary



Duane Hassig scrapes paint from DSR No 78 at Lake Harriet. Mike Buck Photo.



Somewhere in Montana ranch country, Northern Pacific Class Z-3 mallet No 4025 (2-8-8-2) waits clear of the mainline. Crane for dispatching mail pouches stands to right of engine. Courtesy of Loren Martin.





"Great Custer, what a batch of streetcars!" said Tom. In 1907, Nicollet car station, Minneapolis, looks full-up. Minneapolis, Lynedale & Minnetonka roundhouse stands at right, with turntable pit filled in.. Photo Courtesy of Bob Bowes and Loren Martin.

## Ray Bensen Sr Saluted

The Museum membership passed a resolution at its January 28 meeting commending **Ray Bensen Sr** for contributions he and his late wife, **Margaret**, have made to MTM programs. A charter member of MTM, elected to the Board several times, organizer of many streetcar and railroad excursions, never reluctant to lend a hand when things need doing, and for the past six years serving as Membership Secretary and mailer of the **Minnegazette**, Ray and Margaret have helped make MTM the community organization it is. Thanks for contributing beyond call, Ray, and hope you can keep it up in coming years!

## Grant Writers Needed

MTM needs one or more volunteers to research and write applications for funding grants from foundations and corporations. This is especially critical now for the Jackson Street Roundhouse project and for the Railroad Division. If you can spare some time for this important activity, please call **Gene Corbey** as soon as you can.

SOUVENIR  
of a trip  
**MINNEAPOLIS to ST. PAUL**  
and Return

**DECEMBER 13, 1947**

aboard the  
**VISTA DOME Cars**  
of the  
**BURLINGTON'S**



NEW  
**Twin Cities Zephyrs**

*which will operate twice daily in each direction between Minneapolis, St. Paul and Chicago along the Mississippi River SCENIC LINE - "where nature smiles three hundred miles"*

The World's Long Distance Non-Stop Record, 1017 Miles in 732 Minutes, 83.3 M.P.H., CHICAGO to DENVER, was made October 23, 1936 by one of the DENVER ZEPHYRS

*America's First Diesel Streamlined Train  
Was a Burlington Zephyr*

## 1986 Conventions

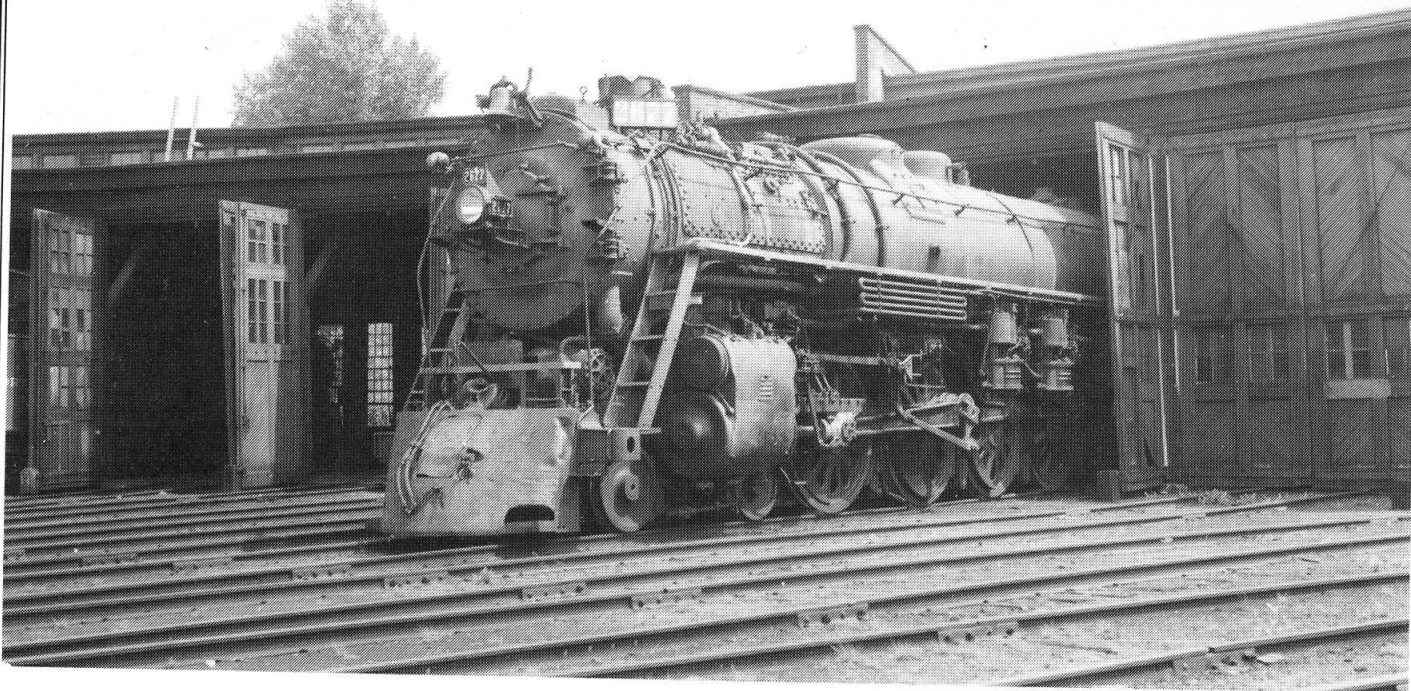
The Association of Railway Museums (ARM) will hold its 1986 convention September 18-22 in Pittsburgh, sponsored by the Arden Trolley Museum.

The Tourist Railway Association (TRAIN), will hold its 1986 convention November 7-9 at the Texas State Railroad Museum, Rusk, TX.

MTM is a member organization of both ARM and TRAIN and Museum members are invited to attend. Information on registration and agendas will be available soon.



Loran Martin on ladder removes roof planks as Roy Harvey loosens bolts on brake rigging.



Mississippi Street Roundhouse in St Paul had to stretch a little as NP Ry Class A-4 Northern No 2677 (4-8-4) eases out toward a date with the turntable. Courtesy of Loren Martin.

## Railroad Division Report

I wish to thank all those who put in long hours working on the equipment last year. **Zeke Fields** and his trusty crew kept NP 328 running, **John Larson** and his group worked on the cars, and **Orville Richter** and his crew worked hard on the Stillwater track so we could have a good-running railroad.

Thanks to all the other people who worked on the train as car attendants, ticket takers and sellers, souvenir sales, and platform attendants. Thanks to **Doris Voligny** who lined up car and ground crews, and to **Jeff and Janet Haviland** for helping wherever they were needed. Without the help of all these people, we could not have run last year. We will need at least as much help this year, when we hope to run some better things.

**Ken Snyder** did a good job of lining up operating crews for each trip. **Lee Tuskey** held classes on the locomotive, how to fire and maintain it, to teach people what we need to know about our equipment and how to use it correctly. A lot of on the job training was done last summer, and much was learned.

We need help to rebuild our equipment this spring and through the summer. Our plan is to take one car at a time and give it a complete going over, roof to wheels, inside and out.

All of the boiler tubes have been removed from NP 328. After last year's problems, the decision was made to replace all of the tubes. The rear tube sheet will be inspected by a federal inspector to be sure it still meets their standards. Money for new tubes is our problem now. Several member have offered to loan money for new tubes.

The crew has until May to get NP 328, doodlebug 9735 and Dan Patch 100 in running order. With few people working at the roundhouse, it will be hard to complete these projects, but we are trying. We could use more help from people willing to work in warm and cold conditions. Any help with money or time will be much appreciated.

The **Burlington Northern** gave classes on the new General Code to their people this winter. Many of our people went to the eight-hour class, took the test and passed. The teaching staff has

been set up for this year. Dates will be announced for classes, and all people working on our trains this year will be required to take the safety class. Please return the questionnaire as soon as possible.

We may have a complex schedule in 1986. It will be published as soon as events are approved by the railroads, with a lot of advertising this year.

**Bernie Braun** VP - Railroad Division

## Members Write In

### Business Car Identified

**Norman Keyes** of the **Great Northern Railway Historical Society** provides information on the GN business car pictured on page 7 of the last **Minne-gazette**. His information shows how durable railroad cars really are.

**Barney & Smith** of Dayton, OH, delivered the car to the St Paul, Minneapolis & Manitoba Railway Company in June, 1883, a year before rails connected the Twin Cities to Seattle. It was a wood-





**A troop train leaves Northtown yards, Minneapolis, behind NP Ry W-3 Class Mikado No 1715 (2-8-2) in the early 1950's. Robert Vierkant Photo Courtesy of Loren Martin.**

framed sleeper, numbered 219 and named "Wayzata," containing 15 sleeping sections. In 1887, it became Great Northern No 211, and in 1908, was converted to an office car numbered A-25. In 1923, it received a steel under-frame, and in 1925, exterior steel sheathing to give a modern appearance. As of 1937, the car was assigned to GN's General Superintendent of Motive Power, and in 1945 received the number A-9. The car was retired from service in November, 1965, at the tender age of 82 years. Jim Hill's Road got its money's worth.

The Great Northern Railway Historical Society is looking for any and all photos, diagrams, books and other information about GN, its equipment and predecessor roads. They have searched the Minnesota Historical Society Archives, and would like to have access to private collections. Readers may write to Norman Keyes at 815 Stoneleigh Road, Baltimore, MD, 21212.

Norm writes "My wife and I have visited the trolley operation more than once . . . and enjoyed another MTM first class operation, the GNRHS fan trip in 1985, with all those Omaha Orange and Pullman Green cars. Another thoroughly professional job. Helen and I so much enjoyed meeting many MTM'ers, who until then had been only names in the **Minnegazette**, and not pleasant, helpful personalities."

Thanks, Norm, for the information and the high praise.

## Mesaba Remembered

**Jim Kreuzberger** of Overland, KA, writes that his father owned the hotel in Eveleth, MN, shown behind the the Mesaba Railway train on page 13 of the last issue. Sometime after the photo was taken, a wye was built into Pierce Street beside the hotel. The Virginia-Eveleth

portion of the line was one of the more heavily traveled parts of the system. The wye served as a passing siding and turn-around for this traffic.

Jim says, "I remember the east-bound cars backing in to the wye to allow the west-bound cars to pass, and also work cars pulling in to clear the line when track work brought them to Eveleth.

"The railway leased space in the lower level of the hotel (the far end in the photograph) which served as ticket office and waiting room. An elevator was installed for baggage, parcels and trunks carried by traveling salesmen, who displayed their samples in rooms in the hotel for a day or two before moving on.

"Apparently there was a considerable line voltage drop at that end of the system. The lights of the cars, most noticeable at night, would dim a great bit as the motorman notched up the controller, and even as others notched up all over the system!"

Thanks, Jim for sharing your memories.



**Twin City Lines former "Stillwater Pup" Car No 1 assigned to Broadway Avenue line lays over at Jackson Street NE, Minneapolis, in November, 1943. Charles H Brady Photo Courtesy of Charles A Brown.**

## Stillwater Site Report

Both houses of the Minnesota Legislature have passed a bill authorizing the Department of Natural Resources to exchange land with MTM at Duluth Junction. At press time, the Governor is expected to sign the bill. The actual exchange will occur later this spring between the Museum and DNR, and require final approval by a state review board.

The bill describes the DNR land MTM will receive, namely a strip 50-foot wide extending from the center of the junction 1,100 feet to the southwest in Grant Township. The bill also provides permanent easements giving MTM and DNR maintenance access to the properties we will receive.

This will allow MTM to construct a 600-foot long passing siding on former Soo Line property, and also permit curve radii sufficient to carry steam locomotives with eight driving wheels. The passing siding will be in an operationally favorable location, and eliminate the need for trail users to cross MTM tracks. It also will allow the Museum to sell the property to the west of the junction, the proceeds of which can be used for other improvements.

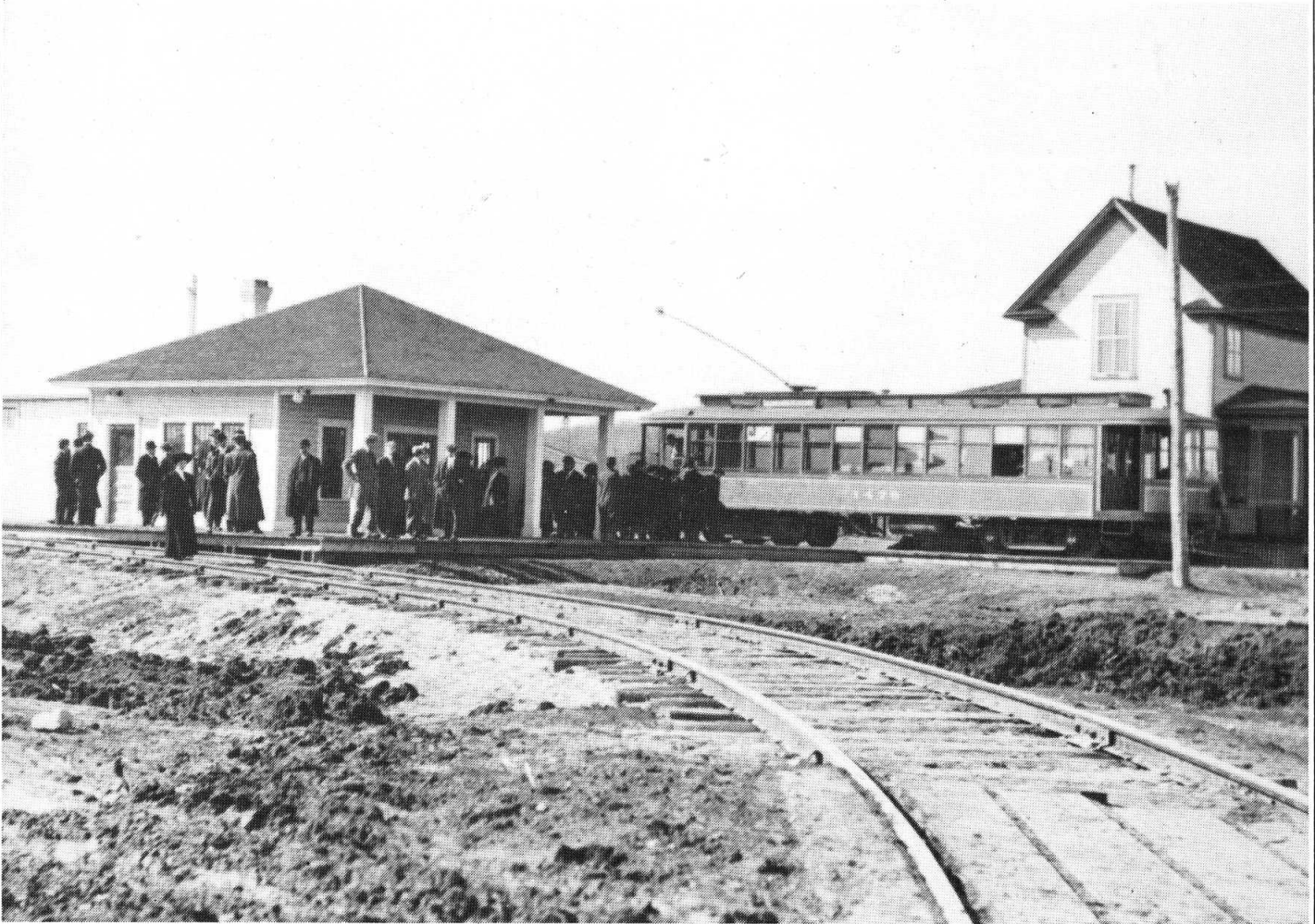
Thanks to **Bill Campion** for spending several months to solve the problem of Duluth Junction, and for organizing legislative support needed for it.

## Board Of Directors

At its meeting of February 18, 1986, the Board of Directors authorized President **Eugene Corbey's** signature on Museum bank accounts.

Some members have asked for complete minutes of Museum Board meetings. I will be happy to mail copies of the minutes I have to those who furnish me with a stamped, self-addressed envelop, and a note of the desired meeting minutes.

**Tom Dethmers**  
Secretary



In April, 1911, Dan Patch Electric Lines has just opened its new terminal at 54th & Nicollet, Minneapolis. Dan Patch tracks (left) turn northwest into Diamond Lake road. Twin City Lines Car 1475 transfers passengers for Oxborough Heath, Bloomington, Auto Club, Savage and Antlers Park. Photo Courtesy of Mrs Mary Hale.





Early of an afternoon in August, 1942, Car 1308 southbound crosses 36th Street Viaduct at Lake Calhoun, Minneapolis. Location is 600 feet north of where Museum trackage ends today. Charles H Brady Photo Courtesy of Charles A Brown.

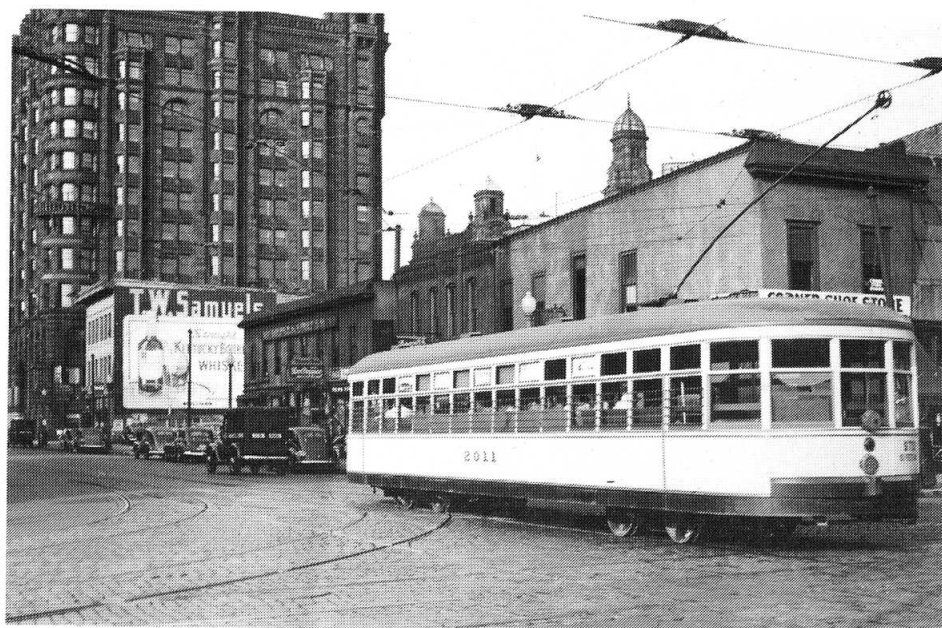
## Traction Report

My thanks to the following members for agreeing to serve as superintendents with the Traction Division in 1986:

Roadmaster, **George Isaacs**; ROW Maintenance, **Roy Harvey**; Foreman Schedules, **Bob Schumacher**; Operator Schedules, **Lyle Vogt**; Charter Schedules, **Carol McCarthy**; Training & Safety, **Mike Buck**; Overhead Foreman, **Bill Cordes**; Equipment Maintenance, **Neil Howes**; Car 78 Restoration, **Keith Anderson**; Equipment Inventory, **Ted Kane**; Statistics, **John Prestholdt**; Brochure & Card Inventory, **Duane Hassig**; and Gardens & Platform, **Karl and Mary Jones**.

The committee to review new acquisitions for the Traction Division will consist of **Don Westley**, **Loren Martin**, and **Roy Harvey**.

Our goal for the 42nd Street loading area still is a permanent replica of the 1905 waiting station. For the present,



With lamented Metropolitan Building in background, sparkling light-weight car No 2011 heads south on 2nd Avenue from Washington, Minneapolis, in August, 1943. Charles H Brady Photo Courtesy of Charles A Brown.

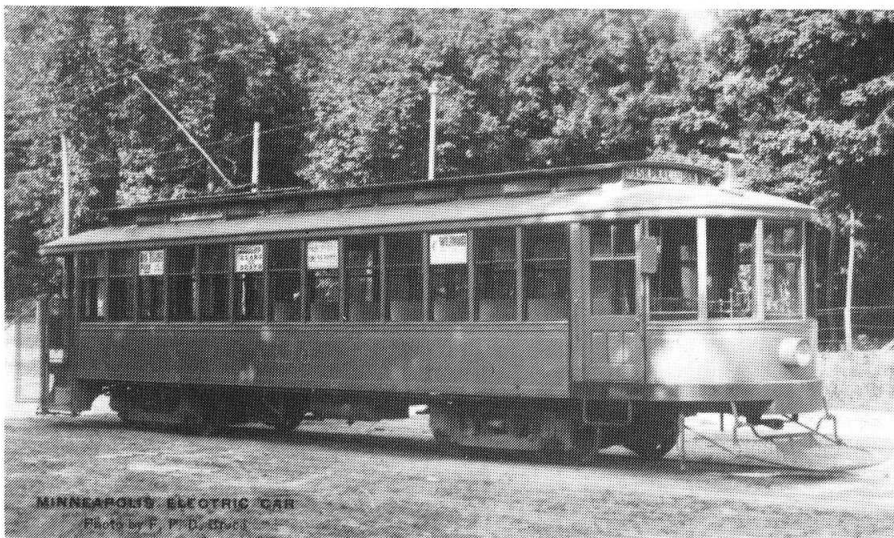
however, our funds are committed to acquiring PCC cars, restoring Car 78, and maintaining the line. Nonetheless, our passengers and crews alternately get hot and wet while waiting for a car. We have asked permission from the **Minneapolis Parks & Recreation Board** to install small, temporary waiting shelters at 42nd Street at Lakewood. They will resemble trolley stop shelters of the early 1900's, with open sides and simple gingerbread details. They also will be removeable for wintertime storage.

A little nice weather is all it takes for Lake Harriet to come alive. We plan to begin weekend operations in early May this year, in order to be part of the scene and boost ridership.

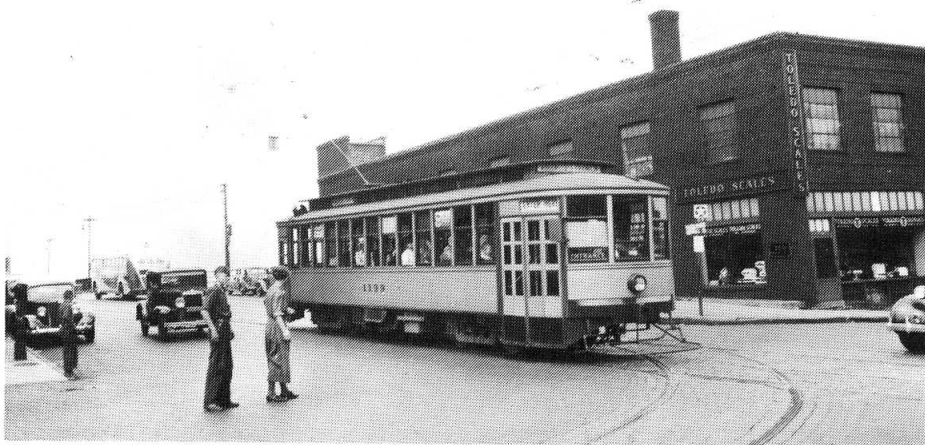
**George Isaacs** is building a battery-powered motor car for his maintenance of way crews. It is compact, about half the size of a golf cart, and will provide plenty of power for a day's work between battery charges. A silent, simple electric work motor will make site maintenance a whole lot easier, and be consistent with the traction theme of the exhibit.

Volunteers are who make the Lake Harriet Trolleys run. If you have not been active in the program but would like to be, please call me immediately. We always have room for new faces. If you have been active but have not yet returned your questionnaire, please mail it in so that we can finish scheduling for 1986. With a new **Band Stand** at the lake, 1986 should be a banner year for the Traction Division. Hope to see you at the Lake this year!

**Gene Hickey**  
VP - Traction Division



TCL No 1230 signed "Washburn Park & Camden" later was modified for double-end operation on "Deephaven" and "Fort Snelling" shuttles. F Bruce Photo Courtesy of Ken Fletcher.



With "Robbinsdale-Franklin" destination sign, TCL Car 1199 heads south on 7th Street at 3rd Avenue N, Minneapolis, in 1939. Anoka cars used wye track in foreground. Greyhound air-conditioned highway coach heads for its barn. Wm Monypenny Photo Courtesy of Charles A Brown.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	15	30	45
Mississippi Valley Public Service Company																2	15	30	45
THIS TRANSFER is good, subject to the rules of the Company, only at the FIRST INTERSECTION of the issuing line with the line punched, on first connecting car after time canceled. Passengers will examine their transfer, as same will not be accepted unless properly punched and limited.																3	15	30	45
																4	15	30	45
																5	15	30	45
																6	15	30	45
																7	15	30	45
																8	15	30	45
																9	15	30	45
																10	15	30	45
																11	15	30	45
																12	5	30	45
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					

Streetcar transfer slip from Winona, MN, system. Courtesy of Joel Hutchinson.



A fast ride for commuters in the 1940's, TCRT's Hopkins line passes under Highway 100 in Edina, following 44th Street toward Minneapolis. Harlow Callander Photo



## A Shadow of Her Former Self

## Car 78 Gets Down To Basics



Bob Dumas tries to walk on very little, while George Isaacs, Larry Schreiber and Roy Harvey confer around band saw. Linden Hills, Minneapolis, March, 1986.

It took four members to ease down a huge timber trolley base that covered the roof. Roof planking lies on the floor. New shelving on the wall is ladden with panels and woodwork, carefully placed so that they will hold together. Plywood

is laid over the floor framing to give restoration crews somewhere to stand. Timbers hold up the roof rafters, and a rotted corner post has gone home with **Bob Dumas** to be reproduced. The garbage cans keep filling up with debris and paint scrapings.

Entering the Linden Hills maintenance shop, a skeleton looms that bears the unmistakable lines of a very old trolley car. The work lights earlier strung from the car's ceiling are unneeded, since the building lights illuminate all. Duluth Street Railway No 78 hardly casts a shadow in even the brightest light. What looks like devastation is progress, since at last all of No 78's problems are bared to the world.



Duane Hassig and Jay Halvorson remove paneling under No 78's sagging roof.



Elegant cherry paneling frames work on motor truck at Linden Hills work shop.

Somehow, knowing how much of No 78 is there (and how much is not) makes the restoration job seem a little easier. Most of the original pieces can be made useable by pegging and gluing them back together, and by grafting on replacements for missing portions. Scraps of the original millwork provide a useful stockpile of high-grade cherry planking for this purpose. Storage boxes are filling up with cleaned and refurbished pieces, and new millwork is taking shape in several members' basements. Orders have been placed for new steel roof stiffeners to replace the originals which are broken or badly distorted.

A pick up load of hard maple flooring was salvaged from former Post Office installations at Jackson Street Roundhouse. Members are pulling nails, measuring and cataloging it by length. It is not enough to refloor the car, it gives a good start and saves some cost.

Bent frame members on the motor truck have been straightened, and two have been replaced. Brake shoe hangers

have been reconditioned and replaced. When decent weather returns, plans call for removing the traction motors, air compressor and axle sets from the truck frame, in preparation for sandblasting and paint. This raises the interesting question of what color to use.

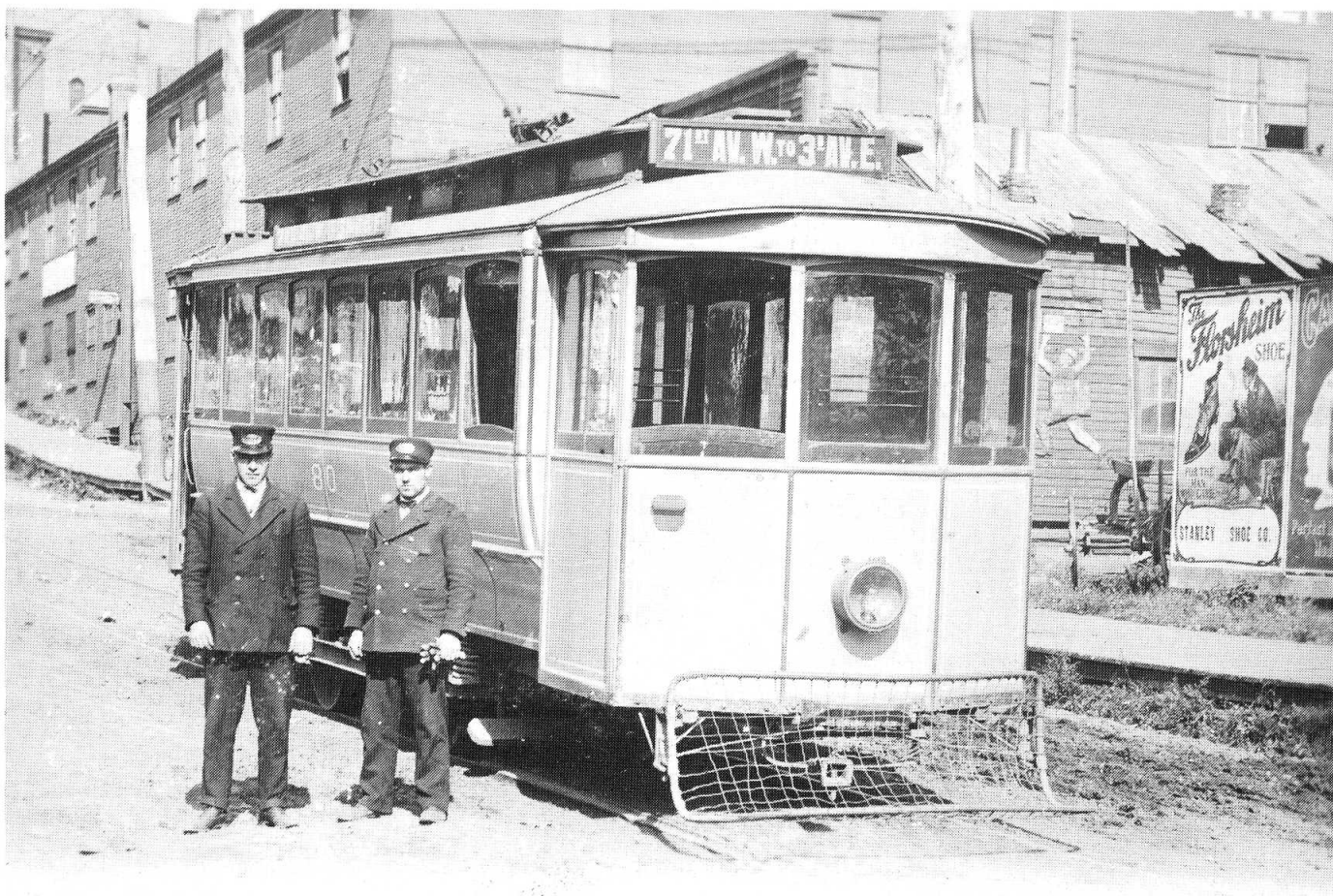
Just as in the restoration of Car 265 a decade ago, Museum members warm to the project after they understand it better. It takes time to learn what the designer intended, and to plan the restoration after his work. After a few months of picking and pondering, the details click together, and the work moves ahead more rapidly.

No 78 will not be running this summer or next, but talk around the barns is that she may be finished sooner than her present appearance suggests. After all, the prospect of four streetcars, from the oldest to the newest, lined up at 42nd Street is too much to savor by oneself.



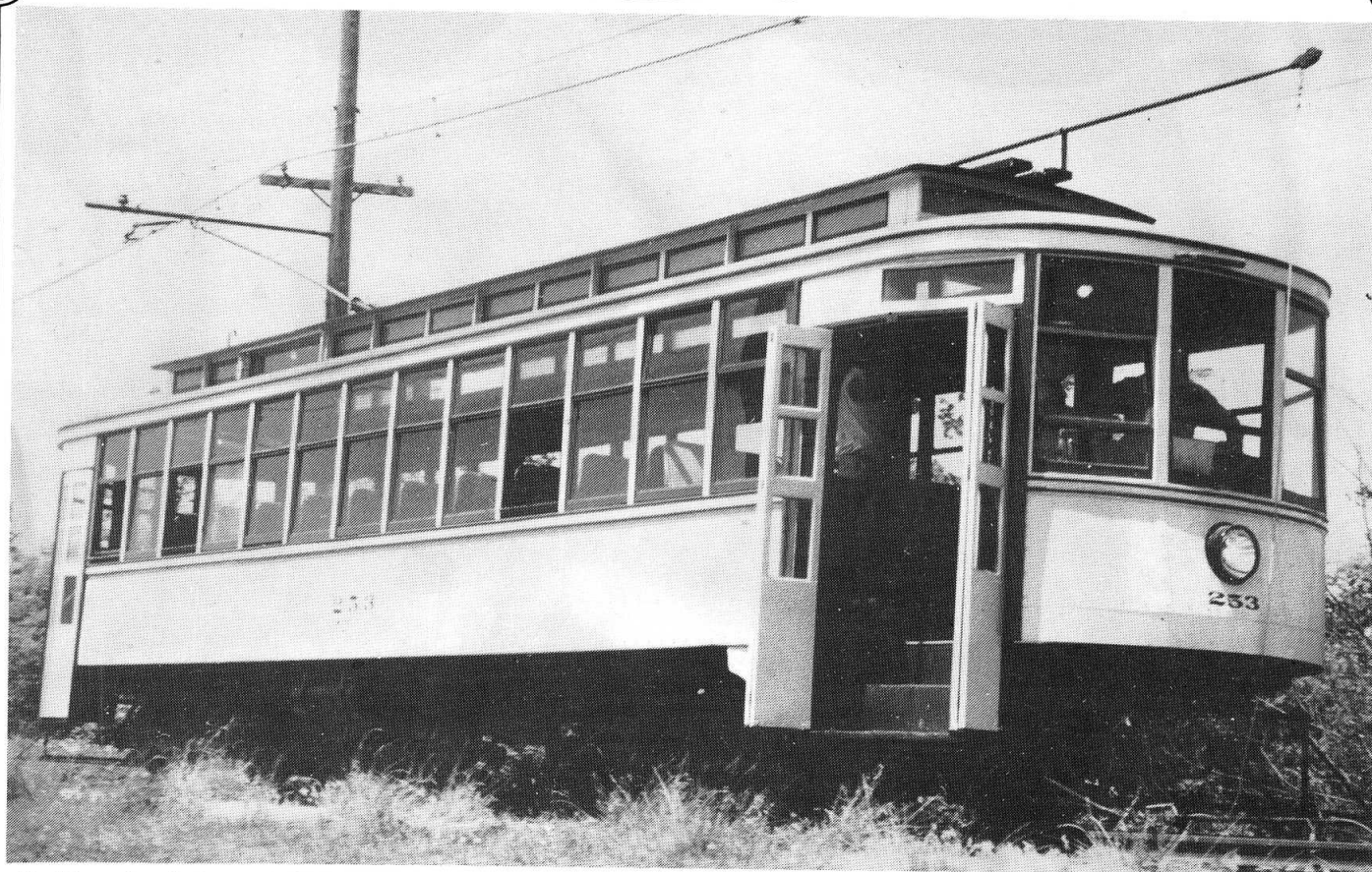
Larry Schreiber and Roy Harvey prepare to straighten truck frame for No 78.

March, 1986, Photos By Mike Buck.



DSR Car No 80, sister to No 78, in Duluth around 1900. Postcard View Courtesy of Wayne Olson.





Paul Averdung's former TCL No 1365 at the East Troy Electric Railroad in 1985. Restored with poles and controls at either end, car now resembles Deephaven and Fort Snelling Shuttle Car No 1230. Paul Averdung Photo.

## TCRT Car Runs At East Troy

Another streetcar built at Snelling Shops is back from the pasture. This summer, former TCL No 1365 will operate on the **East Troy Electric Railroad** in southeastern Wisconsin, about 30 miles southwest of Milwaukee. **Paul Averdung** of Waukesha, who manages the East Troy and sold MTM our Belgian motor truck, restored the car and manages the railroad.

The East Troy operates nearly six miles of line between East Troy and Mukwonago (pron. Ma-GWANA-go), once part of the TMER&L interurban system's Muskego Lakes Division. Its lines once fanned out from Milwaukee to Watertown, Sheboygan, Racine and Kenosha, Burlington, and East Troy. **TM**, local acronym for The Milwaukee Electric Railway & Light Company, is the title of a richly illustrated and researched book by **Joseph M Canfield**, published in 1972 as Bulletin No 112 of the **Central Electric Railfans Association, Inc.**

TM interurbans ran to East Troy until 1939, when the Municipality purchased the connection to the Soo Line inter-

change at Mukwonago for industrial freight service. It left the electrical overhead intact, purchased an electric work motor from TM, and powered the railroad from the original TM sub-station at East Troy. In the 1970's, the East Troy Trolley Museum operated excursions on the line, but has suspended operations.

No 1365 was an early casualty of the post-war period. **Russ Olson** quotes TCRT records showing it was retired and burned in 1947, but apparently it received a last-minute reprieve. In 1980, Averdung located the body of No 1365 in a salvage yard near Monroe Center, WI, well-protected by a false roof and in good condition. He trucked it to North Prairie and had it operational by 1985. After assuming control of rail operations for the Municipality of East Troy, Averdung moved the car to his East Troy Electric Railroad.

The Brill 27-E trucks with AAR wheel profiles came from a power plant locomotive near Chattanooga, TN. Walk-over seats and other equipment were salvaged from a former Illinois Central electric commuter coach. The car

needed underframe repairs, all-new plumbing and wiring, air tanks and control systems. Averdung noted that rebuilding the car's 70 window units was a lengthy job. He obtained other parts from museums and some from overseas sources. Door engines and other minor details remain to be found, but the car is virtually complete. He selected number 253 from the Duluth roster, although the car has no historical relationship with the Twin Ports.

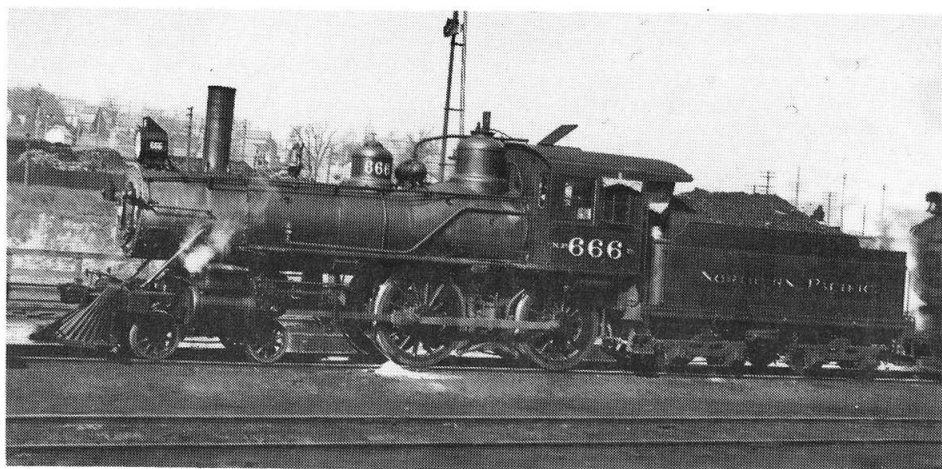
The East Troy Electric Railroad will operate passenger service each Saturday and Sunday from 11 a.m. to 5 p.m. from Memorial Day to Labor Day. Week-day service will operate Wednesdays through Fridays from the third weekend in June until Labor Day. Adult fares are \$4, \$2 for children, and boarding will be at East Troy.

The village of East Troy and its interurban look much as they do in 50-year-old photographs. Keeping them as they were has been hard, a job Paul Averdung has inherited. A ride on the old TM, a walk through the antique substation, and an overwhelming ice cream cone from the soda fountain across the tracks are all well worth the drive.

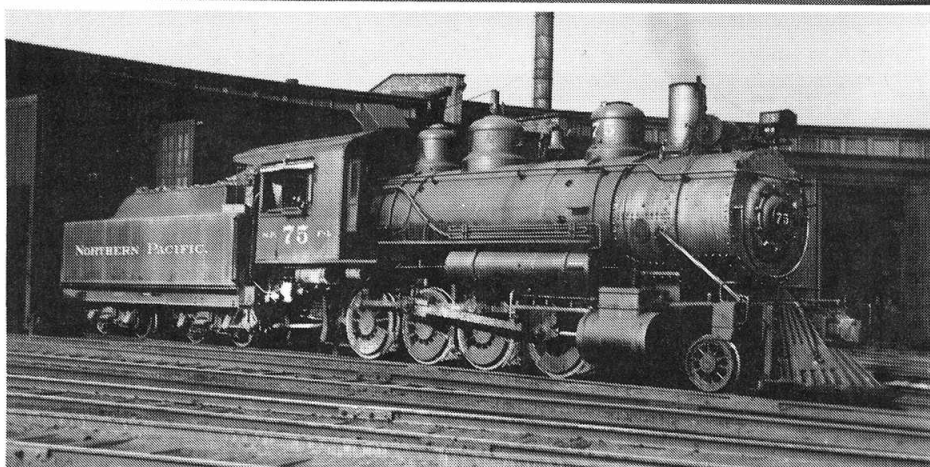


## Some Little, Old NP Engines

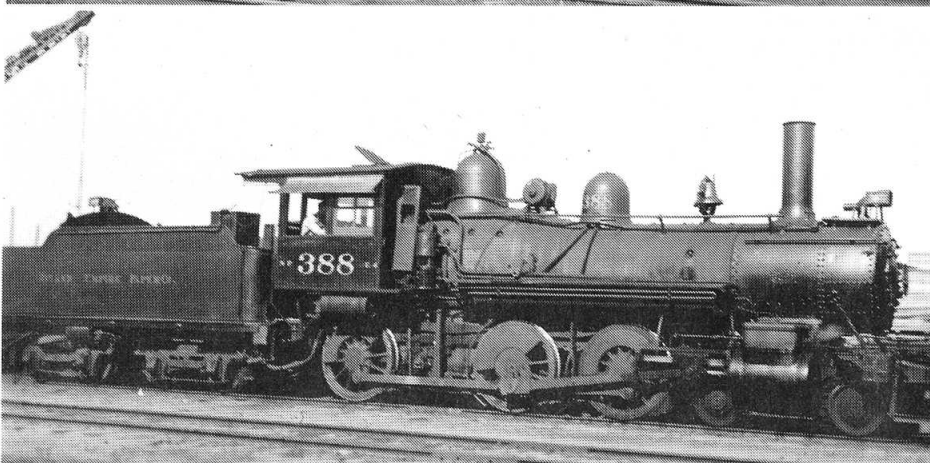
All Photos Courtesy of Loren Martin.



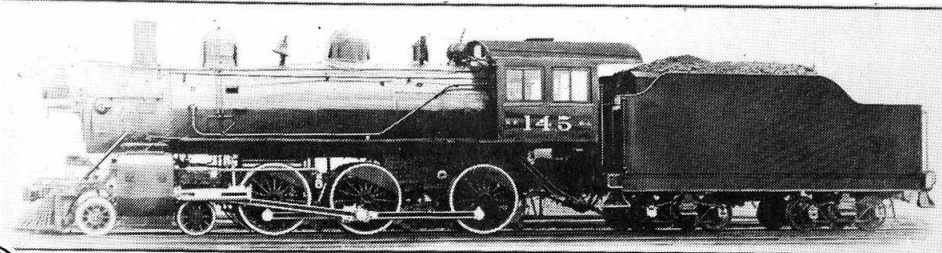
Class B American Standard, blt. Baldwin, 1887. R Graham.



Class F-1 Consolidation, blt. Baldwin, 1888-91. K Zurn.



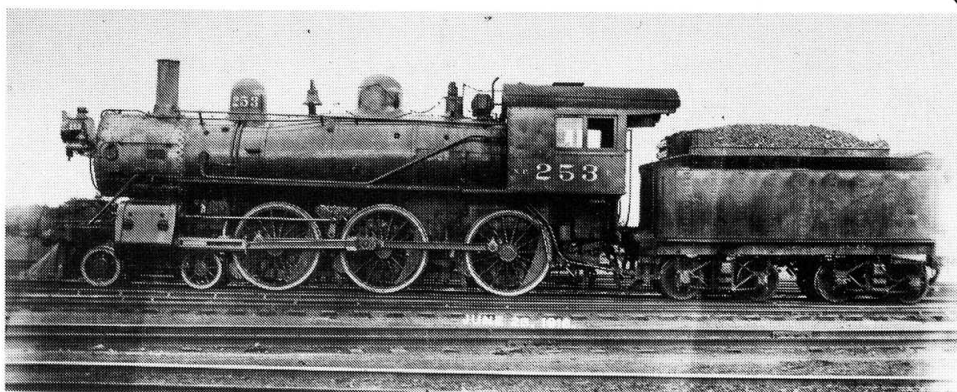
Class E-4 Ten Wheeler of 1893, lettered "Inland Empire Paper Company." A Farrow.



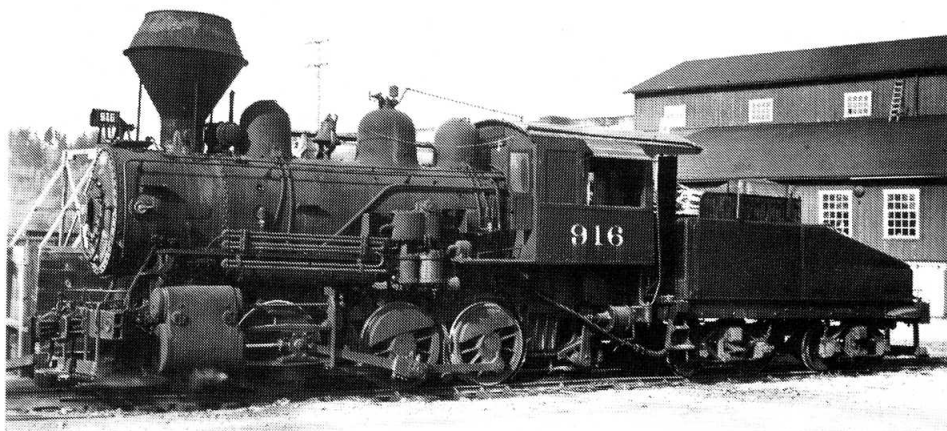
Class S-1 Ten Wheeler, blt. Schenectady, 1899.



Class P Ten Wheeler, blt. Alco, 1897-98.



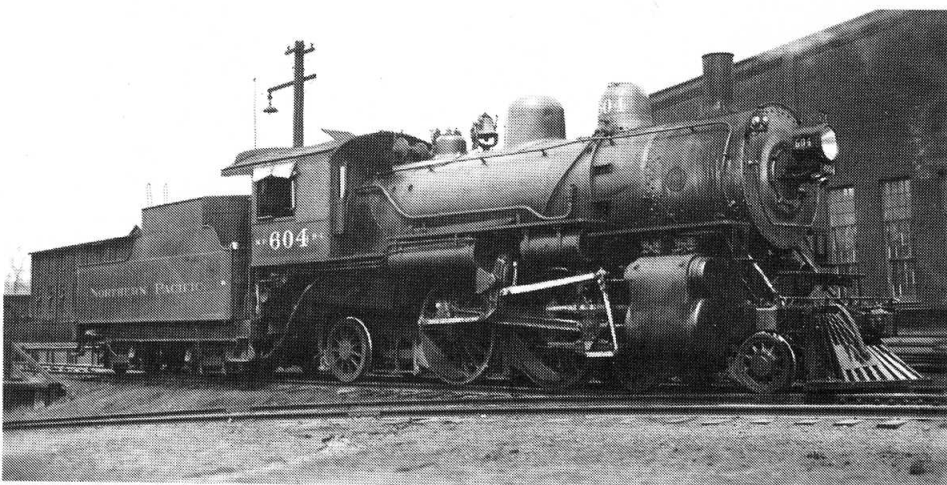
Class L-6 Switcher (0-6-0), blt. Schenectady, 1901. R Graham.



Class T-1 Prairie, blt. Alco, 1907.

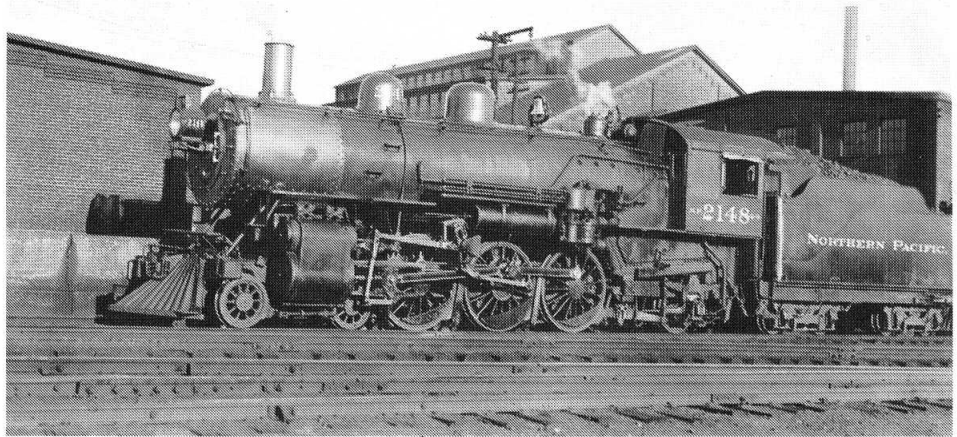


Class N-1 Atlantic, blt. Baldwin, 1909. R Graham.

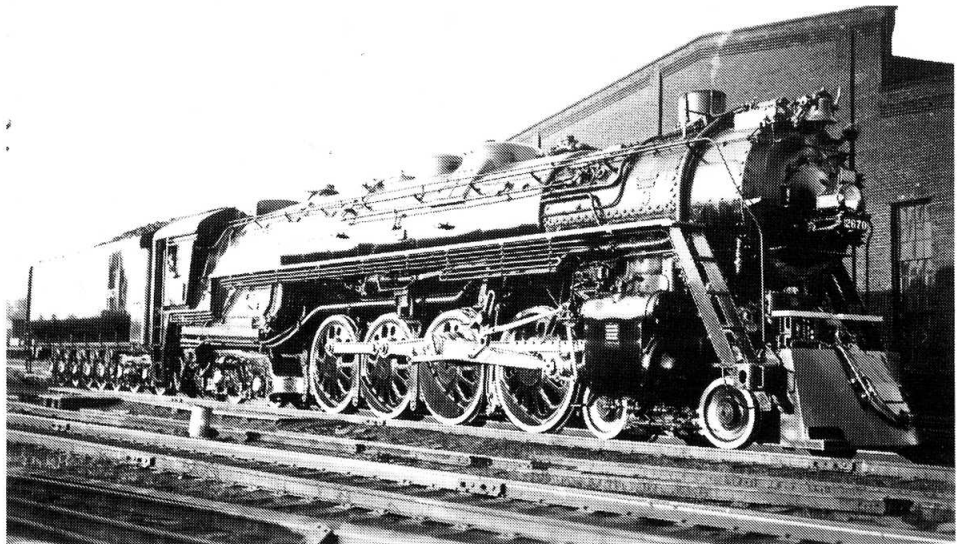


... And Some Bigger, Newer Ones.

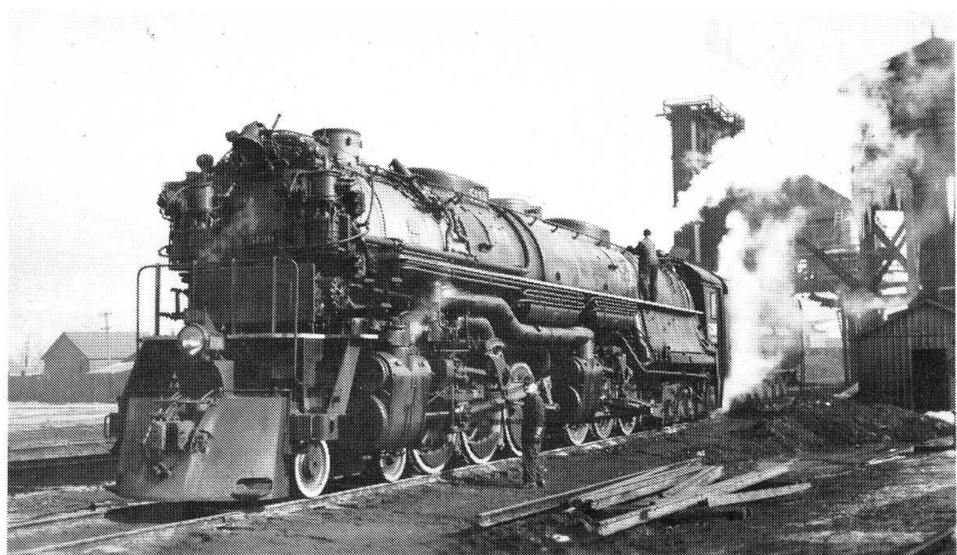
Class Q-3 Pacific, blt. Baldwin, 1909.



Class A-4 Northern, blt. Baldwin, 1941.



Class Z-8 Challenger, blt. Alco, 1943-44.







Just out of Willernie, a southbound Mahtomedi car heads for North St Paul.

## Impressions Of A Country Trolley

Most readers have a favorite railroad line somewhere in their past, from whence sprang an affection for trains and tracks. The pleasure of an open window on a summer morning, the streetcar ride that was one's way to work or incentive for visiting the pediatrician - for some reason these things remain fresh.

For regular customers, a railroad seemed a permanent vantage for watching the seasons turn and people change, a fond part of life. It was important to remember and watch for everything about a favorite line: a friendly conductor, frenzied weeds or swirling snow

close by the car as it passed, that peculiar left-side bounce entering a certain curve, and the sweet-sour fragrance of warm brake shoes when one stepped down. When good years returned and abandonments began in earnest, one seized every chance to ride and savor the railroad one more time.

The Twin City Rapid Transit Company's line from St Paul to Mahtomedi was a railroad one could like. Once the main stem to the White Bear Lake and Stillwater branches, it survived them until 1951. Unlike the Lake Minnetonka mainline with its 60 mph double track, the Mahtomedi line had only a single

track beyond the City Limits. This in combination with fairly heavy traffic required precise scheduling and dispatching, not unlike the big-time railroading of the steam roads.

Member **Alvin Johnson** ran streetcars from 1946 until 1954, and chose the Mahtomedi line at every chance. A round-trip from the Ford Plant through downtown St Paul to Mahtomedi took three hours. He recalls that it took four cars to operate the 4:30 p.m. out-bound trip: the first to Henry Street in North St Paul, the second to Mahtomedi, the third to Willernie and the fourth to North St Paul. The Mahtomedi car waited at North St Paul and Willernie for Mahtomedi passengers who may have boarded the wrong car downtown.

Al relates that 1800-series cars usually ran to Mahtomedi, and that speeds of 50 mph were common on the open stretches north of Larpenteur Avenue. A circuit breaker at Curve and Nebraska Avenues in St Paul isolated the line beyond from the city system. A special feeder cable provided plenty of power for fast country running.

Museum President **Gene Corbey** rode the Mahtomedi line on the night of its abandonment, November 1, 1951. He parked in front of the Emporium department store and boarded the last car leaving St Paul at midnight in the legendary "12 o'clock line-up," partygoers' last hope for a ride home.



Waiting shelter and dispatcher telephone booth at Mahtomedi wye, looking northeast.

It was a cool, pleasant evening with the car about half full of refugees from downtown watering holes who were unaware that history was being made. Arriving at Ivy Avenue in the northeast corner of St Paul, the motorman stepped down to telephone for clearance to enter the single track. The south-bound car arrived shortly, and the trip resumed, whistling for the Larpenteur Avenue crossing, and coming to a complete stop at the Soo Line crossing in North St Paul.

A steel gate with a red warning light blocked the track, which a guard swung open for the car to proceed. The gate caused some consternation on the return trip.

Passing the Henry Street wye, the car picked up speed, and quickly reached the old Wildwood Park platform at Wil-lernie, where most of the passengers shuffled down the steps. Gene helped try to eject one tipsy rider on the rear platform, who refused to get off when the car reached the end of the line at Mahtomedi.

The load on the return trip consisted of Gene, the motorman, the drunk and a newspaper reporter covering the story. The reporter talked the motorman into letting him run the car back to St Paul. Gene later surmised that the reporter too may have fallen into the clutches of old demon rum, because he blew the



Look again. We are on the rear platform of a TCL suburban car in the early 1930's rocketing across Washington County on the Stillwater line. Weeds dance as the trolley retriever rope whips in the wind. Harlow Callander Photo.



Cattle guard and barbed wire at crossing near Pullman siding east of North St Paul, where Highway 36 now lies. Car line turned away from Soo Line passenger main.



East Shore Park stop on the Mahtomedi branch looking north.



Looking south on gauntlet track over C&NW at Harvester plant, St Paul.



car's whistle more or less continuously all the way back to North St Paul.

Approaching the gate at the Soo Line crossing, the motorman grabbed the brake handle to find that all the whistling had bled off most of the air. The gate guard, whose instructions were not to open the gate until an approaching car had come to a complete stop, stood his ground. Panic mounted as the car bore down on the gate, amidst visions of disaster.

The Almighty sometimes looks kindly on people and streetcars in sad circumstances. The car finally did stop not more than an inch from the gate, upon which the guard duly opened it, the mo-

torman took back the controls, and brought her in to Duluth Avenue at 1:30 a.m. As he opened the gates, the drunk sprawled on the rear platform sprang to life and dashed off into the night. Thus ended 60 years of rapid transit service to Mahtomedi.

Mahtomedi cars were dispatched by telephone from offices at the Duluth Avenue car station on East 7th Street. Motormen were directed to call in from phone booths at various passing sidings for clearance to proceed. In February, 1945, Cars 1812 and 1241 collided head-on near North St Paul due to a dispatching error. One motorman died.

Block signals controlled the gauntlet

track on the bridge over the Chicago & North Western mainline near the Harvester plant. Visibility was poor in this section, since the line climbed steeply onto the bridge from both directions. On an afternoon in August, 1938, cars 1610 and 1629 heading in opposite directions hit the signal circuits at precisely the same time, giving both of them green lights. They collided on the gauntlet track in the middle of the bridge. Everyone escaped, but both cars burned to the floor boards and were scrapped.

St Paul East Sider **Harlow Callander** was a motorman out of Duluth Avenue Station, working the Stillwater Division for many years. Between the Wars with Kodak in hand, Callander rode and hiked the lines in his spare time, recording them as they were. Copies of his work now in MTM's collection is the best existing record of these country trolley lines.



Viaduct over C&NW where cars collided in 1945. Bridge still stands used as hiking trail.



Southbound car nears Long Lake crossing south of Willernie.



By the mid-1930's, rails, wires and fast-running cars were a recent memory where TCL's former route passed McKusick Lake entering Stillwater.

Harlow Callander Photos.





MTM excursion train roars past temporary mail crane at Dundas, MN, as RPO clerk prepares to snatch the pouch. engine crew anxiously watches to see it happen. Bob Renz Photo.

## Catcher On The Fly

Don Rohrer

(Don Rohrer is a resident of St Paul. His article is reprinted with permission of Challenge Publications, Inc., from "Rail Classics," July, 1985, Vol 14, No. 4.)

This story is about a unique and lost art, that of catching mail from a speeding train. For a picture of a nonstop situation, imagine a giant, pounding, snorting demon of locomotion bearing down on a drowsy village, a metal rod emerging and spearing a bag hanging in a standard alongside the tracks, another canvas bag falling abruptly to the platform, and without a second's hesitation the juggernaut continuing onward, engine throbbing, whistle screaming and clouds swirling.

But first a bit of railway mail history. The service followed the Pony Express

westward and like the young horsemen of those early days, road clerks struggled to stay alive in a rough and dangerous environment.

Though the common lot of the clerks was improved somewhat through the years, the uncushioned, incredibly crowded, rocking, rolling, dusty, steamy mail car never did become a bed of roses. Tinder box wooden cars gradually were replaced by ones of iron and steel. Electric lighting generated by the rolling wheels supplanted candles and oil lamps. Otherwise for a century of service, the primitive equipment remained the same. For the clerks, the need for highly developed hand skills, physical stamina and intense concentration remained unchanged.

And with an ever expending economy, the endless tide of mail increased out of all proportion to the number of men battling the rush and crush in the mail cars. Even so, the Railway Mail Service (RMS) died slowly with retrenchment here and discontinuance

there, until Amtrak all at once wiped out all mail-carrying trains. A thorough fascination with the hectic operation kept the clerks coming back to the struggle until time and time alone defeated them.

Though the clerk designation seemed appropriate in relation to the extensive knowledge required for sorting the mails in transit, the physical demands of the job were far greater than the sedentary challenges encountered by clerks in other fields. It was an arduous, exciting, often dangerous occupation, one-of-a-kind; one not generally associated with a clerical position.

In the midst of the Great Depression, the government offered an examination for substitute railway mail clerks. Since work of any kind was almost impossible to find, legions of young men filed for the test. One correspondence school responded with a course calculated to help aspirants achieve a winning grade in the competition. School advertising



featured an opportunity to travel through the hometown and to enjoy the scenery in a leisurely way.

In reality the comparatively few rookies who did eventually arrive at mail car posts had precious little time to observe the passing scene. The only fellow who was at all likely to survey the countryside was the clerk on station duty on a daytime run. His attention was usually fully occupied with the task at hand, catching mail on the fly.

Perhaps for security reasons, the RMS remained an unheralded arm of the postal system. The best enlightened of train watchers knew little or nothing about the operation, for mail car interiors were off limits to all but the revolver-carrying clerks and their officials. The main outwardly visible evidence of mail car action occurred at nonstop way stations where catching mail on the fly presented the most fascinating and engaging of scenes.

Approaching a designated catching spot, the clerk on door duty would adjust his goggles, fling open the heavy door and peer ahead through a protective shield. Just before reaching the crane in which a pouch would be suspended, he would at the proper moment pull down the handle of the catching apparatus, thereby pointing a projected rod directly at the center of the hanging pouch. From the force of contact, the pouch would become draped over a rod and slide along to a hairpin shaped end, from which the operator would quickly extract it.

The process also usually called for a dispatch, the delivery of a pouch or more, either right before or immediately following the catch, sometimes seemingly simultaneously. Then, the very next move required that the incoming pouch be unlocked without delay and swiftly searched for letters addressed to the next towns on the route, often located only a few miles down the line.

Demerits were issued right and left for errors of omission and commission. A road clerk could be dismissed for more than an average number of misses at this off-and-on chore. Fortunately for the clerks and organization, local chiefs

frequently overlooked the overly-strict rules. Also, as haphazard as the catching act appeared to be, the success rate was likewise surprisingly high.

Quick reflexes and natural coordination were the best assets for the man in the mail car doorway. Some clerks developed a sixth sense for the task. Others became virtual nervous wrecks in the assignment. There were clerks who excelled at figuring out routings and others possessed amazing memories for distribution. Some showed marked agility and dexterity at newspaper and letter pouch racks. Still others demonstrated superior speed and accuracy at the pigeonhole letter cases. Here, though, we are most interested in those



crewmen able to concentrate totally on their own sorting situations and yet reach the door, perhaps at the last possible moment, in time to complete the catch, wham bang.

There could be many a slip twixt the catch and the grip. Occupied with his principal sorting job, the catcher could arrive at the door too late and thus fail altogether. Or, once caught, if not handled adequately, the pouch could slide through the catcher's hand. Bags dispatched too early or too late could hit bystanders or passersby, or break through depot windows. Sacks might burst open strewn newspapers and magazines all along the right of way. If the containers weren't thrown with enough force, or at a correct angle, they could be drawn back under the wheels and be cut to ribbons, registered mail, Uncle Sam's currency and all. Dislodged locks and rings could crash windows and result in injuries to the clerks. On the old steamers, lumps of coal would fly backward from the tender to smite the doorkeeper on the noggin. A catcher arm lifted at the wrong moment could hit a passing train or a freight car sitting on a siding, thereby winding up in pretzel shape and injuring the keeper of the door.

Hastily ejected pouches were known to knock out yard lights and switches. The engineer would blow a warning whistle shortly before arriving at the crane, but the whistles weren't too reli-

able, since whistles for road crossings were often mixed in with the listened-for signal. Night service was particularly risky because landmarks were of little avail in the dark. And, of course, there were collisions and wrecks, derailments and floods, storms and operational snafus, all beyond the control of the men in the mail cars.

In the northern border states, snow and ice rendered the door job extra difficult. Snow kicked up by the train could temporarily blind the catcher. Iced-up doors were hard to open and close. For a clerk sweating from exertion in an over-heated car, a stinging breeze striking him in the face could become truly shocking.

On Saturday night runs out of the metropolitan terminals, huge Sunday newspaper editions required delivery from more than one door. In this procedure, sacks and bundles would be stacked one atop another. A clerk would place his foot beneath a pile, grasp the cords, and, at a specified point, give the lot a vigorous push spreading newsprint all over the landscape.

If prior to departure the catcher arm hadn't been placed in the proper direction, there were those zealous fellows who would hang halfway out of the already moving car to reinsert the weighty, unwieldy equipment so that catching could be accomplished without interruption before the next stop.

Each clerk had his own special memories of time served in catching capacities. There are several I can recall from my own personal experience.



As a lowly sub, I covered St Paul headouts. I filled in mainly on mainliners bound for the west coast or Canada. During the severe winters in this northern clime, the substitutes were allotted far more than their fair share of station duty. One particularly grueling stint took place on the Great Northern's mighty Empire Builder, operating between Fargo and the Twin Cities with only one intermediate stop. On this assignment the catcher, swinging, swaying and busily lifting, throwing and piling, had to tear himself away from his



rack some twenty-five times to catch and dispatch in those few swift hours before arrival at the terminal.

Still a greenhorn, I was called out one stormy night for an emergency trip on the Soo Line. On that journey, I missed each and every catch right up until we pulled up alongside the water tank at South Haven. The clerk in charge had become quite critical, and I had become quite worried. However, it was my duty here to "rob the box" - collect the mails posted at the depot. As I ran past the locomotive, the engineer, a fine and thoughtful man, leaned out of the cab and shouted down to me, "Sorry, Mac, but a loose flap up here has been knocking down your pouches." Thanking my lucky stars, I climbed back into our car with faith and confidence restored, ready to face up to the boss.



Nonstop service, though, could and did provide some comic relief. At one prairie hamlet a lady messenger frequently found it necessary to race a playful dog for the cast-out missile. If the mutt should win the chase, he would scamper off with the bag clenched in his teeth, the distraught lady and village volunteers in hot pursuit.

One high-strung character on the St Paul & Miles City RPO (Northern Pacific Railway) carried an alarm clock to help him anticipate the need for the rush to the door. Trouble was the confounded clock was forever sounding off at the most inopportune moments. Foul play was suspected here, but no culprits were ever apprehended.

Appointed as a regular to the Chicago & Minneapolis RRO, better known as the "Chic and Min," I fell heir to the station job on the Milwaukee Road's Hiawatha. Quite a spectacular train it was, too. Bill the "Red," registry case man in the crew, had previously held that specific door detail for several years, so he was destined to help me find the cranes. Bill was upset about leaving his valuables to chase back and forth helping me. Besides, the door role raised his blood pressure. Still, somehow we managed with one crisis after another until we came upon a certain tiny town down stream from Wisconsin Dells. Bill shouted, "We'll look for a big, old weather-beaten barn!" We sailed through the place without so much as touching the catcher arm. Bill complained, "I'll bet they painted the gold-darn barn!"

Contrary to regulations, on hot humid nights we were inclined to leave the doors wide open. Those nocturnal beauties, the skunks, would be drawn to our lighted mail car in an otherwise dimly lighted train. The resulting odor would linger on for many a mile. Invariably, depending on his political bias, somebody would sing out, "There goes another Republican!" or, "Another Democrat bites the dust!"

Here and there an optimistic messenger waiting at an unlikely spot, close to a lake or river or a much-traveled crossing, would expect the descending pouch to be laid at his feet. At times in this situation, the safest out would be a strong pitch directly at the old boy. Once in a while the messenger would be knocked down. Usually, however, only his dignity would be affected.

In a single maneuver, one celebrated wag proved his quickness at the door job. After accidentally kicking off a shoe he instantly kicked off the other one remarking, "Now whoever finds 'em will have a pair."

## FAST DE LUXE TRAINS

Between the Twin Cities and Rochester



Southbound—Read Down		Schedules—Daily	Northbound—Read Up	
THE Red Bird	THE Blue Bird		THE Blue Bird	THE Red Bird
9.15 a.m.	5.30 p.m.	Lv... Minneapolis ...Ar	11.15 a.m.	6.50 p.m.
9.45 a.m.	6.00 p.m.	Lv.....St. Paul.....Ar	10.45 a.m.	6.20 p.m.
	6.51 p.m.	Lv.... Randolph ....Ar	9.50 a.m.	
	f 7.04 p.m.	Lv... Cannon Falls ...Ar	f 9.32 a.m.	
	7.38 p.m.	Ar.. West Red Wing ..Lv	8.58 a.m.	
	7.38 p.m.	Lv.. West Red Wing ..Ar	8.58 a.m.	
	8.10 p.m.	Lv..... Goodhue.....Ar	8.29 a.m.	
	f 8.29 p.m.	Lv.... Zumbrota.....Ar	f 8.09 a.m.	
	f 8.43 p.m.	Lv.... Pine Island....Ar	f 7.55 a.m.	
12.05 n'n	9.15 p.m.	Ar.... Rochester ....Lv	7.25 a.m.	4.00 p.m.

f Stops on signal.

## LUXURIOUS TRAIN APPOINTMENTS

YOUR RAILROAD...THE *Rock Island* MAINTAINS

# complete travel bureau service

for your convenience and benefit



This service is maintained in most principal cities and is offered without charge. Your Railroad's travel experts will help you select resort accommodations—lay out side trips—indicate scenic and historical points—supply specific information on various vacation areas. Also all-expense-tour information.

For IDEAL TRAVEL ride

**THE GOLDEN STATE**  
Between Chicago & California

## THE ROCKY MOUNTAIN ROCKET

to and from Denver and Colorado Springs

These diesel-powered, luxury rail-liners carry a wide variety of accommodations—private rooms, sectional sleepers, and reclining chair car seats—observation lounge cars, diners and snack cars—everything to make your trip comfortable and pleasurable.

Beautifully illustrated travel literature will be furnished on request at nearest Rock Island office, or write

A. D. MARTIN  
General Passenger Traffic Manager  
Rock Island Lines  
723 La Salle St. Station, Chicago 5, Ill.



A marvel in 1852  
—even more so  
now in 1952



## About The Rear Cover

Twin City Lines' Bayport route climbed the 3rd Street hill out of Stillwater, and meandered down past the State Prison to the St Croix Valley community known before 1911 as South Stillwater. In a postcard scene from the late 1920's, one of the light-weight "Pups," specially built for the Stillwater city lines, boards a passenger on 5th Avenue North in Bayport. Thanks to Joel Hutchinson for sharing this rare view.





Northern Pacific RDC-3

Courtesy of Loren Martin.

Staples, Minn. 12-6-63



Postcard Photo Courtesy of Joel Hutchinson.

## MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY Membership (\$25 per year.) All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE Membership (\$20 per year.) Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE Membership (\$15 per year.)

All members receive the bi-monthly **Minnegazette** by 3rd Class Mail. For 1st Class delivery, please add \$5 to your membership and check here. ☐

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343





# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50<sup>th</sup> anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
  - **Please credit the *Minnesota Streetcar Museum* and provide our URL [www.trolleyride.org](http://www.trolleyride.org)** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
  - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
  - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

**We Make Minnesota's Electric Railway History Come Alive!**